

BELZ ROAD BRIDGE AT DUCK CREEK

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Historical Narrative researched and written by Donald J. Beckel for Denton County

Historical Commission Historical Marker Application 2015

I. CONTEXT

Beginning in the late 1800's Denton County has been the home of many farm-to-market road iron/steel bridges. These bridges, originally designed to carry horses and wagons, no longer met federal and state guidelines for modern automobile and truck safety and needed to be replaced. ⁱ A preservation project to save these old bridges, named the "Historical Iron Bridges of Denton County, Texas", began in the 1990's. Belz Bridge at Duck Creek (Belz Bridge) is one of twenty bridges identified as being a historic structure and worthy of preserving as part of Denton County's history.

The effort to preserve these old bridges was initially led by Mildred M. Hawk (1918-2004), a Denton County Historical Commission member and chair of the commission's Historic Bridges and Structures Committee. ⁱⁱ Hawk researched and documented the histories of many of the bridges and led efforts to save and relocate the County Line Road Bridge to North Lakes Park in Denton in 2001. This was the first Denton County historic bridge to be relocated. At the dedication ceremony, Denton County Judge Scott Armeay and Denton Mayor Euline Brock commended Hawk "for her hard work in preserving the county's history." ⁱⁱⁱ The preservation project gained additional support in the early

2000's when Denton County Judge Mary Horn and the Denton County Commissioners Court began a program to encourage other governmental entities in the county to adopt those bridges that to be saved would need to be relocated.

The Belz Road at Duck Creek Bridge served as a crossing for Duck Creek on an east/west section of Belz Road going west from the city of Sanger to Bolivar. Belz Road connects the farms and small towns in northwestern Denton County and southwestern Cooke County that use Sam Bass, Nance, Chisum and Cash's Mill roads with IH-35.

There is no historical record but it is believed the Belz Bridge replaced a wooden bridge destroyed by Duck Creek storm waters. Denton County began to replace wooden bridges with permanent metal bridges in the 1880's. Metal bridges were sturdier, could sustain increasing traffic loads and withstand high floodwaters of creeks and rivers. The first metal bridges erected were made of iron and later of steel as bridge construction materials improved. It is believed the Belz Bridge was constructed during the first part of the 1900's when steel was replacing iron as the preferred building material.

In the late 1800's and early 1900's roads were becoming a critical need for both residents personal use and to support the local farm economy. Travel between communities was primarily by horse and buggy on packed dirt roads. A five-mile horse and buggy trip to town for a Saturday shopping trip would have been a planned event. A ten-mile trip to see friends was an all-day trip because extra time was needed to feed and rest the horses.

^{iv} Farmers needed roads to transport their crops of wheat, other small grains, and

auxiliary agricultural products to the flourmills and railroad in Sanger. It was not until the 1930's significant road improvements began to be made in Denton County. ^v

The City of The Colony adopted the Belz Bridge in 2003 as part of a state and county program to replace outdated bridges with modern ones, and keep the historic iron/steel bridges in Denton County.^{vi} The Belz Bridge was closed in August 2007 when the state and county declared the bridge unsafe.^{vii} The bridge was moved to Greenway Park in The Colony in October 2008 to become part of the City's hike and bike trail network and a historical attraction.^{viii}

II. OVERVIEW

Denton County is one of very few counties in the State of Texas that has any historic iron/steel bridges left. ^{ix} The Belz Bridge was erected on County Road 23A northwest of Sanger and 1.9 miles west of interstate highway I-35. The road's name was later changed to Belz Road sometime before the early 1970's. The bridge served as a vital transportation link for the small farming communities in the northwestern corner of Denton County. The bridge's Texas Department of Transportation (TXDOT) identification number is CSJ 0918-46-103 (AA0172-001). It is identified as bridge Number 9 on the Denton County Historical Commission Bridge Brochure. ^x

The Belz Bridge does not contain an identifying marker that provides information on when the bridge was erected or it's manufacturer. Therefore there exists conflicting and

missing information on the construction date, the bridge's manufacturer and the cost of Belz Bridge. Based on a review of documents from three sources it appears Belz Bridge was manufactured and installed in the early 1900's. The sources researched were files from the Denton County Historical Commission (DCHC), Denton County Commissioner's Court minutes and TXDOT records.

The most comprehensive research was conducted by the DCHC in 2003 and is the primary source for the conclusion the bridge was erected in the early 1900's. Several iron bridge consultants were asked to comment on the design of five of the county's historic bridges – including the Belz Bridge. Their review concluded a construction date in the early 1900's was supported in part by the bridge's design that used standard riveted connections and truss configurations commonly used at that time.^{xi} In addition the bridge also contains many characteristics of bridges built by the King Iron and Bridge Company during that time period.^{xii}

A search of Denton County records concluded there are few remaining records concerning historic bridges prior to 1935. The exception was Denton County Commissioner Court minutes that provide some information (but maybe not a complete record) of bridges purchased and constructed between 1880 and 1965.^{xiii} The most specific information found in the Court minutes deal with an approximate cost of the bridge.

Commissioner Court index records contains documentation that approximately 60 bridges were authorized for purchase and construction from 1882 to 1925.^{xiv} It seems though the Court records may not contain information on all bridges purchased during this time. For example wooden bridges would still have been common during this time but the minutes indicate only three of the 60 bridges were built of lumber – the most recent in 1923.^{xv}

The minutes do not contain any reference to building or funding a bridge on Duck Creek. However there is a reference in the 1923 minutes that the Commissioners Court authorized the purchase of three steel bridges for use in County Precinct 4 where Duck Creek is located. Unfortunately the authorization did not list the intended locations or the individual or total purchase price for the bridges.^{xvi}

Commissioner Court minutes also do not include any information if any iron/steel bridges were ever moved. Moving bridges to different locations was common and truss bridges were popular because they were designed to be portable.^{xvii} Only history knows if a moved bridge or an unidentified bridge from the Court minutes is the Belz Road at Duck Creek Bridge.

Echoing other missing information on the Belz Bridge there is no documentation on its cost. It is possible to determine an approximate cost by reviewing information on other bridges constructed during the early part of the 1900's. In 1925 Denton County

Commissioner Court minutes contain reference to a steel bridge of unknown design but of similar length to the Belz Bridge. The purchase price of that bridge was \$2400. ^{xviii}

The remaining source of information is from the Texas Department of Transportation (TXDOT). TXDOT records show the year of construction as 1935 was chosen more to be a clerical number and not as the actual historical construction date. TXDOT files do not contain records of how this date was selected but it appears a construction date was required to assign a TXDOT file number to the bridge. There are a couple possible scenarios of how/why the 1935 date was chosen. One is the bridge was initially purchased and maintained by the county for several years. It may be TXDOT assumed some amount of responsibility over the bridge in 1935. TXDOT bridge file numbers include a construction date and the year 1935 was selected as the year of construction because it marks the year the Belz Bridge file was opened. ^{xix} Another possibility is the date was assigned based on the opinion of a TXDOT engineer during an inspection of the bridge in the 1980's. ^{xx}

The Belz Bridge is similar in design to many other Warren Truss bridges constructed during the early 1900's. ^{xxi} This time period also coincides with the transition of bridge building materials from iron to steel. Construction methods to attach the metal beams together were also changing from using pins, then bolts, and finally rivets.

The first iron bridges were built using brittle cast iron. Wrought iron began to replace cast iron in the 1840's, and by the 1870's became the most common material for bridge

construction.^{xxii} By the beginning of the 20th century, steel replaced wrought iron as the preferred material for truss bridges. The first connectors for iron bridges were pin connections. Unfortunately pins were subject to wear and tear around the connections and contributed to considerable vibrations. After the development of the portable pneumatic riveting systems, field riveting replaced pinning by the 1920's.^{xxiii}

The Belz Bridge served as a crossing for Duck Creek on an east/west section of Belz Road extending west from the city of Sanger to Bolivar. It connects Sam Bass, Nance, Chisum and Cash's Mill roads with IH-35, and also the farms and small towns in the northwestern corner of Denton County and southwestern Cooke County. Duck Creek is a small intermittent stream, a tributary of Clear Creek that flows into the Elm Fork of the Trinity River and then into the northwest section of Lake Lewisville.^{xxiv}

The bridge is a single lane 4-panel Warren pony truss with verticals plus an I-beam approach. It contains three spans and is 87 feet long with a main span of 61 feet. The deck width is 11.8 feet, the roadway width is 11.6 feet and the height is 7.5 feet. When erected the bridge had the capacity to carry pedestrians, horses and wooden farm wagons. The bridge was modified over the years to carry heavier loads. At the time it was closed, a sign attached to the bridge had a posted load limit of 10,000 lbs/axle or tandem 5,000 lbs.^{xxv}

James Warren of Great Britain patented the Warren Truss bridge design in 1848. A truss is a structure made of many smaller parts. A Warren Truss bridge is identified by the

presence of many equilateral or isosceles triangles that resemble a “W”. Rigid diagonals that combine both tension and compression forces form the side superstructure and connect the top and bottom chords¹ characterize the design. The bottom chord of the bridge is set on piers. In a pony configuration, traffic travels between parallel side superstructures where the top chords are not connected. ^{xxvi}

The bridge was modified over the years. The original endpost and top-chord beams have been supplemented as a repair measure by another set of I-beams welded to the originals. Outer diagonals were made from a pair of eyebars pinned above at the top-chord/endpost connection, and below at the first/third lower panels points. The interior diagonals and the verticals were fabricated from a pair of angles riveted together with batten plates, and bolted to gussets (plates) above and below. The verticals are secondary members that brace the top chord in their weak direction. The lower chord is a combination of a pair of eyebars some places, and angles and battens at others. The use of some pinning and a multiple of bolting at panel points reflects the transition from pinned to bolted and riveted connections. ^{xxvii}

The endposts and top-chord beams of the trusses were originally made from off-the-rack rolled I-beams. These beams were laterally braced with an adjustable round rod that required only a modest amount of shop fabrication – that is cutting to length and drilling, boring, and/or punching holes in the metal. ^{xxviii} The spans’ rolled I-beam stringers that

¹ Horizontal beams that connect the top and bottom of the triangles together.

support the deck may be part of the original structure. The original deck surface was probably made of timber but was later changed to concrete. ^{xxix}

The substructure is a relatively simple design. This design relied largely on a system of driven and braced I-beams and channels functioning as piers or abutments backed by a metal plate at each end. The I-beam and channel system has been supplemented in repair efforts with pipes inserted like caissons. ^{xxx}

The structural members are light, which would facilitate transportation from the source of fabrication to the site. This would suggest the bridge was assembled on site using common tools and equipment. ^{xxxi}

The early bridges in Denton County were purchased from out-of-state companies who employed local agents to bid on county bridge contracts. ^{xxxii} The contractor who built the Belz Bridge is unknown, although the bridge design shares many characteristics of known bridges erected by the King Iron and Bridge Company. ^{xxxiii} The company was the dominant bridge company in Denton County during the early 1900's.

Zenas King established the King Iron and Bridge Company in 1871 in Cleveland, Ohio. By its second decade of operation, the company was the largest producer of iron bridges in the United States, having built over 5,000 by 1882 and continuing to build at a rate of 250 to 300 per year. King's nephew, George E. King, developed a branch of his uncle's company in Iowa, that later became an independent company. Zenas King's company

built fourteen bridges in Denton County by the end of the 1890s, and his nephew, George, built twelve more before about 1910. ^{xxxiv}

The original land grant owner for the bridge property was Alexander Hamilton (A.H.) Lynde. Lynde was born in Antwerp, Jefferson County, New York December 27, 1812. He moved to Texas when he was in his early twenties with thirty young men from New York who came to join Colonel Fanning's command and fight for Texas independence. He served in Captain Duval's Company "C", and was assigned as an assistant surgeon. He participated in the Texas Revolution against Mexico, and was one of those who surrendered as prisoners of war to Santa Anna at the battle of Goliad. The next day Santa Anna ordered all prisoners shot, at what became known as the Goliad Massacre. ^{xxxv}

Lynde's heirs received Texas land grants because he had moved to Texas before March 4, 1836, and for his service in the army of the Republic of Texas. Lynde's heirs were granted five separate land grants that totaled 4036 acres in Denton County in February 1855. ^{xxxvi}

It appears Lynde's heirs did not settle on the land, as they sold the 4036 acres to Edwards H. Hopkins in 1855, the same year they received the grants. Josh B. Nance purchased part of A. H. Lynde Survey in 1898 and the land has remained in the Nance family since that time. ^{xxxvii} *(Note: In January 2016 the author obtained new information. Further research revealed that Josh B. Nance did purchase part of the A. H. Lynde survey in 1898 but it was not the land on which the bridge is located. The documentation in*

support of Nance purchasing the bridge property was misinterpreted. The Nance property is located approximately three quarters of a mile south of the bridge location. Denton County property records contain information that indicates the bridge property was owned by Geo E. and Elmina Hagler. Deed records show they sold the property to W. C. Moore in 1917. ^{xxxviii} --- Don Beckel)

The Nance's would become one of the most prominent families in the Sanger area. In addition to being large landowners, the Nance family was active in politics and the Sanger business community. Maybe the most well known family member was Andrew Jackson (Squire) Nance, who became the first president of the Sanger Mill and Elevator Company in 1897.^{xxxix} ^{xl} He also served eight terms as a Denton County Commissioner, Precinct 4, from 1869 –1888.^{xli} *(Note: Again the Josh B. Nance family did not own the land on which the property is located. However the Nance family name was very well known in the community, especially Andrew Jackson (Squire) Nance who had moved to the area from Illinois and was not related to Josh B. Nance who had come from Georgia. One of the roads in the area is named Nance Road and the Sanger Historical Society has recognized the farm purchased by Josh B. Nance for being owned by the same family for 100 years. The Nance information in the historical narrative is still significant as it pertains to the history of the families that resided in this area at the time the bridge was erected. ^{xlii} --- Don Beckel)*

When erected, the Belz Bridge connected the two largest communities in northwest Denton County - Bolivar and Sanger. Both communities enjoy an interesting history.

William Crawford founded Bolivar in 1859. Crawford sold the site to Hiram Daily, a Methodist minister and doctor, who opened a general store, laid out the town, and called it New Prospect. The town was renamed Bolivar in 1861 when Ben Brown, a farmer, who had moved there from Bolivar, Tennessee suggested renaming the town after his old hometown. As an inducement to participate in the election, Brown persuaded residents to vote for the name change by buying them free drinks during the election. Bolivar became interwoven with Sanger in 1887 when almost the entire population of Bolivar moved to Sanger to be closer to the Gulf, Colorado and Santa Fe Railway line.^{xliii}

Sanger's history revolved around the railroad. It was founded in 1886 as a water stop for the Gulf, Colorado and Santa Fe Railway. Due to the city's location close to the Chisholm Trail, Sanger first became an important cattle-loading station. Soon thereafter flour milling added to the local farm economy.^{xliv}

Sanger was named by the railroad in honor of one of its Dallas customers, Alexander Sanger. Sanger was manager of his family owned company, Sanger Brothers, one of the largest dry goods wholesalers in Texas, and for many years the premier department store in North Texas.^{xlv} The company is now part of Macy's.

Northwest Denton County is also the home of a large 7th Day Adventist community that moved to Denton and Cooke Counties in the early 1900's from Hutto, Texas. Led by Henry Schmidt and other family members, they established a community of farmers that

wanted to live off the land as their ancestors did. Also following their forefather's example, they established a school and church in 1903 that is still in operation. The land purchased by these early settlers continues to be owned by their descendants.^{xlvi}

Belz Road is named after one of these early settlers, Henry Schmidt's brother-in-law, Albert Belz. Belz, his wife Bertha and their seven children, moved to Denton County in the early 1900's.^{2 xlvi} They bought land that was part of the original Henry Tierwester and W. Mason land grants located west of I-35 and north of Sanger, near the historical community of Lois. They moved to the Lois area in 1910 and remained there until their deaths – Albert in 1930 and Bertha in 1937. They are buried in Valley View, Texas.^{xlvi}

The Belz Bridge, a narrow single lane bridge and not considered safe to hold the weight of modern vehicle traffic, was closed for use in August 21, 2007. On October 14, 2008 it was moved to a new location in Greenway Park, a 1.88-acre suburban park in the southeastern Denton County city of The Colony. In its new location the bridge will become part of The Colony's hike and bike trail system by spanning a drainage channel in the park. The Colony will also promote the bridge and its history as a historical attraction in the city.

Moving a bridge to a new location was not uncommon. In their early days bridges were often moved as populations or creek beds shifted. Today's preservation efforts continue

² There is conflicting information on the number of Belz children. Emily Fowler & Alma Lain Chambers in their compilation of Denton County town histories says the Belz had eight children.

that process when a historic bridge is moved to a new location where it can continue to be used. ^{xlix}

Unlike Bolivar and Sanger whose history began in the second half of the 1800's, The Colony's history begins over a century later in the 1970's. In 1973, Fox and Jacobs (F&J), a Dallas-based residential land developer, purchased approximately 2,500 acres of land on the southeastern shore of Lake Lewisville for a housing development. The name, The Colony, was chosen to memorialize settlers who had moved to Texas due to the promotional efforts of the Peters Colony Company, whose headquarters was located on land in the development. Peters Colony was a land grant company authorized by the Republic of Texas to give free land to families that agreed to settle in North Texas from 1841 to 1848.

One of the first projects for F&J was to establish a Municipal Utility District to provide public water services to the development. In 1974 the first streets were poured and many were named after early settlers and members of the crew working on the project. The first families moved into their homes in October 1974. By January 1977, The Colony had over 3,500 residents and voted to incorporate as a city. The Colony became a Home Rule city in 1979. ⁱ

The original land grant where Greenway Park is located was awarded to the Buffalo, Bayou, Brazos and Colorado Railroad Company (BBB&CRR), Fannin Scrip, Abstract No. 173 on April 4, 1856. ⁱⁱ The BBB&CRR was given the grant by the State of Texas to sell and fund transportation projects in Texas, specifically railroads. The BBB&CRR

was chartered in 1850 and succeeded in building the first railroad in Texas from Harrisburg to Stafford's Point (now both part of Houston).^{lii}

Greenway Park is located at 5004 South Colony Boulevard on the northeast corner of the intersection of South Colony Boulevard and Blair Oaks Dr. The intersection is a busy vehicle and pedestrian traffic location in the southern part of The Colony. It shares the intersection with two other parks. Historical Park is located on the southeast corner, and Perryman Park on the southwest corner of the intersection.

The opportunity for The Colony to obtain the Belz Bridge began with the Denton County Commissioners Court in the early 2000's. The county was participating in two federal/state programs to fund bridge improvements – the Off System Bridge Replacement Program and the Local Project Advanced Funding Agreement.^{liii} The programs authorized the federal government to pay 80%, and counties and states to each pay 10% of the cost to replace old and unsafe bridges. Actual construction would be the responsibility of the Texas Department of Transportation. The Belz Bridge was one of twelve bridges that met the criteria to qualify for federal funding.^{liv}

The Denton County Commissioners Court, wanting to keep the history of the historical iron bridges in the county, initiated a program that would give local cities, school districts and historical societies the opportunity to adopt a bridge. In October of 2002 The Colony received information from the Denton County Commissioners Court Judges' office explaining the program and a list of bridges available for adoption.^{lv}

City staff reviewed written descriptions of the available bridges and then visited several. The Belz Road Bridge at Duck Creek was selected as the first choice for The Colony. The proposed site for installation would be Greenway Park because of its visible location, and to become part of The Colony's hike and bike trail system planned to go through the park. The primary criterion considered in the selection process was the size of the bridge. It was long enough to span an east west drainage channel that crosses the southern portion of the park, and its' height would not interfere with an electric transmission line easement in the park. The overall appearance of the bridge also suggested it would require minimal structural repairs.^{lvi}

Funding for the removal, refurbishment and installation of the bridge was provided by The Colony's Community Development Corporation. The Colony City Council approved the project and the Commissioners Court was notified The Colony wanted to adopt the Belz Bridge. In December of 2003, The Colony was informed its' request for the Belz Bridge had been approved and the City would assume responsibility for the bridge when Denton County was ready to move the bridge. It turned out this waiting period would be five years.^{lvii}

An interlocal cooperation agreement was signed between Denton County and the City of The Colony in April of 2008. The bridge was removed from its location on Belz Road on August 21, 2008. After refurbishment, Belz Bridge was installed at Greenway Park on October 14, 2008.^{lviii} A ribbon cutting was held on March 7, 2009 to mark the opening of

the bridge. The mayor, members of the city council, CDC board members and staff of the Park and Recreation Department attended the ceremony.^{lix} Landscaping was added to the site later in the year when a local Boy Scout, as part of his Eagle Scout Project, planted landscaping at both ends of the bridge.^{lx}

The history of Greenway Park goes back to the very beginnings of the city. Greenway Park was the sixth designated park in The Colony. The park boundaries were designated as the electrical easement from North Colony Blvd to South Colony Blvd. The council originally considered naming the park Powerline Park, but the name Greenway Park was approved in 1981.^{lxi}

In those early years of The Colony, the Blair Oaks/South Colony intersection was the main intersection in the city. Some F&J model homes and youth soccer fields were located on the northeast corner, the city's first fire station and first park, Historical Park, on the southeast corner, and softball and soccer fields were located on the southwest corner.

Greenway Park was created so it could be included in a 1978 city council resolution authorizing city staff to apply for a Texas Park and Wildlife park grant to develop four city parks.^{lxii} This grant was the first recreational grant applied for and received by the city. A stone marker with a brass sign was installed in the park to commemorate the grant.

The Greenway Park project was to construct a 2-mile dirt hike and bike trail. Following the approval of the park grant in 1981,^{lxiii} the dirt hike and bike trail route was designed and graded. Constructing a trail was a good idea, but in hindsight, it was implemented before its' time. Due to other funding priorities and a shortage of maintenance funds, the trail was not maintained and gradually disappeared under encroaching vegetation. The dream of a trail at this location did not die. Like the county's early dirt packed roads, the old dirt trail location is part of The Colony's Hike and Bike Trail Master Plan, and will be paved when the trail is constructed.

This Blair Oaks/South Colony intersection is no longer the main intersection in The Colony, but it continues to be a busy one. Fire Station No. 1 is located on the southeast corner. The intersection is a busy school crossing for Camey Elementary School and The Colony High School, located a block and two blocks south. Also nearby are two more parks - the Camey Soccer fields with two soccer fields, and The Colony Five Star Sports Complex. Five Star is a youth sports complex that includes six soccer, seven baseball/softball fields, and two football fields.

The removal, refurbishing and installation contract for the bridge was awarded to Jim Bowman Construction Company, L.P. of Plano, Texas. Jim Bowman, the company owner, had been in business for over 24 years. The contract required the construction company to remove the bridge from its' Belz Road location, refurbish it, and install it at its new location in Greenway Park.^{lxiv} The total cost of the project was \$182,770.^{lxv}

The refurbishing maintained the design features of the bridge, as they were when the city acquired the bridge with the following exceptions: The deteriorated concrete deck was replaced with Trex composite wood decking to maximize the useful life of the bridge deck, minimize future maintenance and restores the appearance of what the original wood decking would have looked like when the bridge was originally constructed. A 42-inch safety railing replaced a round pipe handrail for added user safety. The steel used to construct the bridge was rusted, so the bridge was cleaned and repainted. The metal piers that were used to support the bridge at its original location were also replaced with four concrete piers and footings.

III. HISTORICAL SIGNIFICANCE

Denton County began to experience a population and development boom in the late 1800's.^{lxvi} The availability of a good road and bridge system was vital to expanding the local economy. Denton County roads in the 1800's were essentially packed dirt and some wooden bridges designed for horses and wagons. Crossing streams and rivers on wooden bridges added to the challenges of travel. When it rained, the roads would become impassable and the wooden bridges would often wash away during a heavy rainstorm.

Iron/steel bridge construction began in the county in response to the demand for an improved transportation system to support new and future growth. The Belz Bridge is an excellent example of a Warren pony truss bridge erected in the early 20th century.

Located in a rural area, the bridge was used by local farmers to transport their crops to city markets for processing, or the railroad for shipping. An iron/steel bridge was also seen as a symbol of modernity, a badge of stature for the community and its growing economic and cultural fortunes.^{lxvii}

The railroads came during the late 1800's and changed the county's farm economy from predominately raising cattle to growing wheat and cotton.^{lxviii} Denton County was ranked first or second in Texas for wheat production every year from 1890 to 1920.^{lxix} Belz Road and bridge provided a route for area farmers to transport the wheat harvest to the flourmills and/or the Santa Fe railroad line in Sanger. Belz Road was also an important connector for area farmers to move farm equipment to fields, obtain supplies from town, school bus routes and for mail delivery.

As a relatively new community The Colony, has few physical examples of the history of Denton County. The Belz Bridge gives The Colony a physical connection to the history of Denton County for both residents and visitors.

The new bridge location in Greenway Park, once designated to help fund a railroad transportation system in the new State of Texas, will continue its early transportation mission by being part of an alternative transportation project, a hike and bike trail. The proposed trail is expected to become a popular route for students going to and from school at Camey Elementary and The Colony High School. Walkers, joggers and

bicyclists will also find the trail an alternative route to travel through the city and for recreational pursuits.

IV. DOCUMENTATION

ⁱ Rynell Novak, Memo, Chairman, Denton County Historical Commission, available at Denton County Office of History and Culture Research Room, Denton County Court House on the Square May 13, 2004.

ⁱⁱ Liz Carmack, "Spanning History", *County Magazine*, Texas Association of Counties, January-February issue 2004.

ⁱⁱⁱ "Matthew Zabel, Staff Writer, "Old bridge finds new home at park," *Denton Record-Chronicle*, August 26, 2001.

^{iv} Myra H. Immell, *The 1900's*, (San Diego, CA: Greenhaven Press Inc., 2000), p. 35.

^v Bridges, C. A., *History of Denton County, Texas From Its Beginning to 1960*, Waco: Texian Press, 1978, p. 390.

^{vi} "County wants old bridges to live on", *Denton Record Chronicle*, Vol. 99, No. 109, November 27, 2002, p. 1.

^{vii} "County working to repair bridges" *Denton Record Chronicle*, Vol. 104, No. 20; August 22, 2007, p. 1.

^{viii} The Colony Recognition marker, Greenway Park, City of The Colony, December 5, 2008.

^{ix} "County wants old bridges to live on", *Denton Record-Chronicle*, November 27, 2002, p. 1.

^x "Historical Iron Bridges of Denton County, Texas, Denton, Texas", Denton County Historical Commission, Denton County Office of History and Culture Research Room, Denton County Court House on the Square, January 2011.

^{xi} Eric DeLony, Consultant, email to Rynell S. Novak, Chairman, Denton County Historical Commission, available Denton County Office of History and Culture Research Room, Denton County Court House on the Square, March 28, 2003.

^{xii} James Cooper, Consultant, email to Rynell S. Novak, Chairman, Denton County Historical Commission, available Denton County Office of History and Culture Research Room, Denton County Court House on the Square, March 7, 2003.

^{xiii} Minutes, Denton County Commissioners Court, Index. Denton County Clerk, Denton County Court House.

^{xiv} Minutes, Denton County Commissioners Court, Vol. 3-112, Denton County Clerk, Denton County Court House, August 13, 1923.

^{xv} Minutes, Denton County Commissioners Court, Vol. K-289, Denton County Clerk, Denton County Court House, March 13, 1923.

^{xvi} Minutes, Denton County Commissioners Court, Vol. K-393-394, Denton County Clerk, Denton County Court House, August 13, 1923.

^{xvii} Bruce Jensen, Environmental Affairs Division, Texas Department of Transportation, email to Don Beckel, Denton County Historical Commission

volunteer, available Denton County Office of History and Culture Research Room, Denton County Court House on the Square, October 3, 2014.

^{xviii} Minutes, Denton County Commissioners Court, Vol. L 422, Denton County Clerk, Denton County Court House, March 19, 1923.

^{xix} Bruce Jensen email, October 3, 2014.

^{xx} Summer Chandler, Staff, Texas Department of Transportation, email to Don Beckel, Denton County Historical Commission volunteer, available at Denton County Office of History and Culture Research Room, Denton County Court House on the Square, September 8, 2014.

^{xxi} James E.M. Stewart, March 15, 2003.

^{xxii} Lila Knight, *A Guide to the Research and Documentation of Historic Bridges in Texas*, Austin, TX, (Texas Department of Transportation, Historic Studies Report No. 2004-01, 2004), p. 4.

^{xxiii} Lila Knight, p. 4.

^{xxiv} Mary Jo Cowling, *Geography of Denton County*, (Dallas, TX: Banks Upshaw and Company, 1936), p. 40.

^{xxv} Lone Star Engineering, Photograph, available Denton County Office of History and Culture Research Room, Denton County Court House on the Square, August 2, 2007.

^{xxvi} Lila Knight, p. 4-5.

^{xxvii} James L. Cooper, Consultant, email to Rynell S. Novak, Chairman, Denton County Historical Commission, Denton County Office of History and Culture Research Room, Denton County Court House on the Square, March 7, 2003.

^{xxviii} James Stewart, Consultant, email to Rynell S. Novak, Chairman, Denton County Historical Commission, available Denton County Office of History and Culture Research Room, Denton County Court House on the Square, March 15, 2003.

^{xxix} James L. Cooper, email March 7, 2003.

^{xxx} James L. Cooper, email March 7, 2003.

^{xxxi} James L. Cooper, email March 7, 2003.

^{xxxii} Lila Knight, p. 5.

^{xxxiii} James Cooper, email, March 7, 2003.

^{xxxiv} "Sam Bass Road Bridge at Duck Creek," Dr. Richard McCaslin, Chair, History Department, University of North Texas, Denton County Historical Commission Historic Landmark designation, DCHC. Denton County Office of History and Culture Research Room, Denton County Courthouse on the Square, 2012.

^{xxxv} Alyce Ruffi, Vice President The Colony Local History Committee email to Don Beckel, Denton County Historical Commission volunteer, available Denton County Office of History and Culture Research Room, Denton County Courthouse on the Square, March 27, 2014.

^{xxxvi} Texas General Land Office Online (<http://glo.texas.gov/cf/land-grant-search/index.cfm>), April 9, 2014.

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